

# **Auke Bay**



## **Corridor Study**

Auke Bay Corridor Study  
Memo 1 – Study Limits  
September 26, 2002 (rev. October 3, 2002)

USKH, Inc.

### **Introduction**

Glacier Highway is the major transportation route between the Mendenhall Valley, Auke Bay and the ferry terminal. Mendenhall Loop Road (Back Loop Road) serves as an alternate route between the Mendenhall Valley and Auke Bay. We define the Auke Bay Corridor, the focus of this study, as the area serving the transportation needs of the west Mendenhall Valley, the north portion of Mendenhall Peninsula, and the Auke Bay area out to the ferry terminal. It encompasses development along Glacier Highway, the University of Alaska Southeast (UAS) campus, and commercial and residential areas around Auke Bay, including the harbor and marinas.

### **Discussion**

The corridor has exhibited a wide variety of problems that need attention. These include deteriorating pavement surfaces, inadequate pedestrian and bicycle facilities, substandard geometrics and sight distance, and sparse illumination. Additionally, Fritz Cove Road, the UAS East Entrance, and the Back Loop Road intersections have geometry and sight distance deficiencies. The Back Loop Road intersection is a known high accident location.

The Auke Bay community is concerned about increased traffic volumes and speeds if the corridor is improved and the curves straightened. Many residents want to preserve the bedroom community environment of Auke Bay. Planning for the future of the Auke Bay segment is as much a function of access to these facilities and other neighboring areas as it is a function of providing for through trips to and from outlying areas reached by travel on Glacier Highway.

The goal of the Auke Bay Corridor Study is to identify and evaluate solution concepts to safely and efficiently accommodate existing and future travel demands along Glacier Highway in the Auke Bay Corridor for all modes of transportation.

The project kickoff meeting was held at DOT&PF SE Region on Thursday, September 19, 2002. In attendance:

With DOT&PF: Chris Morrow, P.E.  
Pat Carroll, P.E.  
Mike Lukshin, P.E.  
Rick Purves  
Reuben Yost  
Andy Hughes  
David Hawes

With USKH: Lance Mearig, P.E.  
Julianne Hanson, P.E.

With Kinney Engineering:  
Randy Kinney, P.E.

At the meeting the group discussed the study limits. Important considerations we derived from the discussion were to ensure that:

- Investments are coordinated,
- The limits facilitate future development,
- The limits will be acceptable to the public, and
- The limits are rational end points for environmental impact analysis.

### **Conclusion**

The group decided to set the eastern limit of the study area along the western side of Montana Creek from Back Loop Road to Glacier Highway. The group decided to set the limit here in order to fully develop and evaluate a bypass alternative for the corridor. The eastern limit includes Glacier Highway up to Industrial Boulevard. The western limit is along Glacier Highway just past the Alaska Marine Highway System (AMHS) terminal. The AMHS terminal is a logical location for the western boundary of the study area because traffic volumes drop sharply past the terminal. The northern boundary includes all of Auke Lake and the UAS campus facilities, which is a major traffic generator in the area. The southern boundary includes a portion of Auke Bay in order to evaluate a water-crossing alternative.

We show the proposed study area on the attached Study Area Map. We believe these study limits meet the criteria discussed above.